

TENNESSEE GENERAL ASSEMBLY
FISCAL REVIEW COMMITTEE



FISCAL MEMORANDUM

SB 2243 – HB 2156

March 18, 2014

SUMMARY OF ORIGINAL BILL: Urges the Department of Transportation to study the feasibility and costs of requiring local governments to mark any steps on trolley coaches or buses that are a part of a public transportation system, as well as any ramps at crosswalks, in both business and residential areas, with black and yellow, low vision, anti-slip paint, so as to make the transition from public transit to street to sidewalk easily negotiable for the benefit of persons who are sight impaired. Urges the Department to reports its findings and recommendations to the Senate Transportation and Safety Committee and the House of Representatives Transportation Committee by January 15, 2015.

FISCAL IMPACT OF ORIGINAL BILL:

Increase State Expenditures – \$40,000/One-Time/Highway Fund

SUMMARY OF AMENDMENT (014639): Deletes all language after the enacting clause. Prohibits any metropolitan government or any transit authority created by any metropolitan government from constructing, maintaining or operating any bus rapid transit system using a separate lane, or other separate right-of-way, dedicated solely to the use of such bus rapid transit system on any state highway or state highway right-of-way unless such project is approved by the legislative body of the metropolitan government and by the Commissioner of the Department of Transportation, provided, that if any state agency proposes to assist in funding the project with state or federal-aid funds or otherwise requests such funds for the project, then the project shall also be approved by the General Assembly as evidenced by enactment of an annual appropriations act in which such funds for the project are provided to the state agency.

FISCAL IMPACT OF BILL WITH PROPOSED AMENDMENT:

Other Fiscal Impact – To the extent any project to construct, maintain or operate any bus rapid transit system that would otherwise take place under current law is not approved by the General Assembly as a direct result of this bill as amended, there would be a significant fiscal impact to the state and local government. However, due to many unknown factors, any such impact cannot be determined with reasonable certainty. To the extent that the General Assembly approves any such project, this bill as amended would not result in a significant fiscal impact to the state or local government.

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Assumption for the bill as amended:

- The proposed bill as amended would result in a significant fiscal impact to the state and local government if a project to construct, maintain or operate any bus rapid transit system, that would otherwise take place, is not approved by the General Assembly as a direct result of this bill as amended. However, due to many unknown factors, any such impact cannot be determined with reasonable certainty. To the extent that the General Assembly approves any such project, this bill as amended would not result in a significant fiscal impact to the state or local government.

CERTIFICATION:

The information contained herein is true and correct to the best of my knowledge.

A handwritten signature in black ink, appearing to read "Lucian D. Geise".

Lucian D. Geise, Executive Director

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